Scheme to Enta Sharman and Others that Proved a Scemerang for Feraker.

CINCINNATI, Dec. 8 .-- The recent develop-

ments in the famous Wood ballot-box contract

forgery case has caused no end of talk among the Republican leaders in this State. As a po-

litical scandal it overshadows the celebrated

Morey letter, and when the full particulars of

the affair are made public it will be found that

Gov. Foraker and Congressman John Caldwell

of the Second district of Ohio are deeply inter-

ested. So far, no one has connected Caldwell's

name with the seandal. If two letters in pos-

sassion of Col. T. C. Campbell of New York

could be made public, Republicanism all over

the country would be startled.

PLUMS FROM A SAILOR'S DUFF

CHARK RUSSELL'S ACTUAL EXPERT. BNOES ON THE SEA.

The Prince of Marine Writers also Dis-curses Seamanahip in the Telling of His Own Voyages-A. Sailor's Life Bosen't Seem to be Much Hafer Now Than It Was. LAN Rights Reserved.]

It has been commonly expected of sailors in all ages that they should encounter nothing upon the ocean but hairbreadth escapes. The theory is that the mariner but half discharges his duties when his experiences are limited to his work as a seaman. That he may be fully perfectly accomplished vocationally he must know what it is to have been cast away, to have barely come off with his life out of a ship on fire, to have been overboard on many occasions in heavy seas, to have chewed pieces of lead in open boats to assuage his thirst, to have encountered, in short, most of the stock horrors of the oceanic calling. Considering. however, that the sailor goes to sea holding his life in his hands, I cannot but think that his mere occupation is perilous enough to satisfy the remantle demands of the shoregoing dreamer. It is feigned that the seafaring life is not one jot more dangerous than most of the shorious callings followed ashore. Let no man credit this. The salior never aprings aloft, never slides out to a yardarm, never gives battle to the thunderous canvas, scarcely performs a duty, indeed, that does not contain a distinct menace to his life. That the calling has less of danger in it in these days than it formerly held I will not undertake to determine. If in former times ships put to sea destitute of the scientific equipment which charsupplied the deficiencies of the shipyard by caution and patience. He was never in a burry. He waited with a resigned countenance upon the will of the wind. He plied his lead and log line with indefatigable diligence. There was no prompt despatch in his day, no headlong thundering, through weather as ehler as mud in a wineglass, to reach his port, We have diminished many of the risks he ran through imperfect appliances, but, on the other hand, we have raised a plentiful stock of our own, so that the balance between then and now shows pretty level.

My seafaring experiences covered about eight years, and they hit a transitional period of immense moment-I mean the gradual transformation of the marine fabric from wood into fron. I was always affoat in wood, however, and never knew what it was to have an iron plate between me and the yearning wash of the brine outside until I went a voyage to Natal and back in a big ocean steamer, that all day long throbbed to the maddened heart in her engine room, like some black and gleaming leviathan rendered hysterical by the lances of whalers feeling for its life, and all night long stormed through the dark ocean shadow like a body of fire, faster than a gale of wind could in my time have driven the swiftest clipper keel that furrowed blue water.

What hairbreadth escapes did I meet with? I have been asked. Was I ever marooned? Ever cast away, as Jack says, on the top crustof a halfpenny loaf? Ever overboard among sharks? Ever gazing madly round the horizon, the sole occupant of a frizzling boat, in search of a ship where I might obtain water to cool my blue and frothing lips? Well, my duff is not a very considerable one, and the few plums in it I fear are almost wide enough apart to be out of hall of one another. However, a sample or two will suffice to enable me to keep my word and to write something at all

events autobiographic. So let us start off Cape Horn on a July day in the year of grace, 1859. The ship was a fine old Australian liner, a vessel of hard upon 1,400 tens, a burden that in those days constituted a large craft. She was commanded by one Capt. Neathy, something of a favorite, I believe, in the passenger trade-a careful old man with bow legs and a flery grog-blossom of a nose. He were a tall chimney-pot hat in all weathers, and was reckoned a very careful man because he always furied his fore and mizzen royals in the first dog watch every night. We were a long way south: I cannot remember the exact de, but I know it was drawing close upon sixty degrees. There was a talk in the mid-shipmen's berth among us that the Captain was trying his hand at the great Circle course. but none of us knew much about it down in that gloomy, 'tween-decks, slush-flavored cavern in which we youngsters lived. I was 14 years old, homeward bound on my first voyage: a little bit of a midshipman, burned dry by Pacific suns, with a mortal hatred and terror of the wild, inexpressibly bitter cold of the roaring ice-loaded parallels in whose Antarctic twilight our noble ship was plunging and rolling, now under a fragment of maintonsail, now under a reefed foresail and doublereefed foretopsail, chased by the shricking western gale that flew like volleys of scissors and thumbscrews over our traffrail, and by seas whose glittering, flickering peaks one looked up at from the neighborhood of the wheel as at the brows of tall and beetling cliffs. The gale was white with snow, and dark with the blinding fall of it, too, when I came on deck at noon. I was in the chief mate's, or port watch as it is called. The ship was running under a double-reefed topsail-in those days we carried single sails-reefed foresail, closereeled foretopsail, and maintenmast stavuall The snow made a London fog of the atmosphere; forward of the galley the ship was out of sight at times when it came thundering down out of the blackness aft, white as any smother of spume. She pitched with the majesty of a line-of-battle ship, as she launched herself in long floating rushes from gleaming pinnacle to seething valley with a heavy melancholy sobbing of water all about her decks and her narrow. distended band of maintopsail

hold and loaded down to her main chain again, amid some swiftly passing flaw in
the storm of snow, you might just discern the
gleaming shapes of two men on the lookout on
the forecastle, with a glimpse of a ligure in the
foretop, also on the watch for snything that
might be shead. The Captain in his tail hat was
stumping the deek to and fro close against the
wheel, cased in a long pilot coat, under the
skirts of which his legs, as he slewed round,
showed like the lower limb of the letter O.
Through the closed skylight windows I could
get a sort of waterry view of the cuddy passengers—as they were then called—reading, playing at chess, playing the plano, below. There
were some scores of steerase and 'tween-deck
passengers, deeper yet in the bowels of the
ship, out hidden out of sight by the closed
hatches.

ship, but hidden out of sight by the closed hatches.

I know not why it should have been, but I was the only midshipman on the poop, though the ship carried twelve of us, six to a watch. The other live were doubtless loading about under cover somewhere. I stood close beside the chief mate to windward holding to the breast all that ran athwart the break of the poop. This officer was a Scotchman, a man named Thompson, and I suppose no better seaman ever tred a ship's deck. He was talking to me about getting home, asking me whether I would rather be off Cape Horn in a snowstorm or making ready to sit down with my brothers and sisters at my father's table to a joily good dinner of fish and roast beef and pudding; when all on a sudden he stopped in what he was saying and fell a sniffing violently.

I smell loe, said ho, with a glance aft at the Captain.

Captain.

Smell ice! thought L with a half look at him.

Smell ice! thought L with a half look at him.

For I believed he was joking. For my part, it
was all ice to me-one dense, relling atmosphere of snow: every fake batbed, and the
cold of a bitterness heyond words. He feli
a-sniffing again quickly and vehemently, and
stepped to the side, sending a thirsty look into
the white biindness ahead, while I heard him
mutter, "There's ice close aboard, there's ice
close aboard!" As he spoke the words there
arose a loud and learful ery from the forecastle.

magnificent within a must shot of our rail an leeberg that looked as bir as St. Paul's Cathedral, with a stormy rowing of the gale in its ravines and valleys, and the white smoke of the snow revolving about its pinnacles and spires like volumes of steam, and a volcanie noise of mighty seas burstine against its base and recoilling from the adamant of its crystalline sides in scree of foam. We were heading for it at the rate of thirteen miles an hour as neatly as you point the end of a thread into the cryo of a needle. In a few minutes we should have been into it, crumbled against it, dissolved upon the white waters about it, and have into a nearly say that he was a nameless end. In a few minutes we should have been into it, crumbled against it, dissolved upon the white waters about it, and have into a nearly say the day, I read matching with one mouth the passare of the mountainous mass close alongside into the pole void astern, while the the ship trembled again and again to the blows and thumps of wast blocks of floating fee.

"Ice right ahead, sir," came the cry again, nor could we clear the jumble of bergs until the dusk had settled down, when we hove-to for the night. No one was burt, but I suppose no closer shave of the kind ever happened to a ship before.

Again, and this time once more off Cape Horn, it was my third voyage; I was still a midshipman, and in the second mate's watch, I came on deek at midnight and found the ship hove-to, breasting what in this age of steambotats, and, for the matter of that, perhaps in any other age, might be termed a terrific sea. She was making good weather of it, that is to say, she kept her decks dry, but ahe was diving and folling most hideously, with auch swift heading she ship here of that, perhaps in any other age, might be termed a terrific sea. She was making good weather of it, that is to say, she kept her decks dry, but ahe was diving and folling most hideously, with auch swift heading here in the sides of the say of th chions wearily swung, sprawling out and in like bodies dangling from gallows in a gale.

small clothes hauging from the bunk stanchions wearily swung, sprawing out and in like bodies dangling from gailows in a gale.

All in a moment a sea of unusual weight and fury took the ship and hove her down to the height, as you would have thought, of her topgallant rail: the headlong movement sent me sliding to leeward: the forethatch of my soutwester struck the spirit lamp; down it poured in a line of fire upon the deck, where it surged to and fro in a sheet of flame, with the movements of the ship. I was so horribly irightened as to be almost paralyzed by the slight of that filckering structe of y cliousish light, sparkling and learing as it swent under the lower bunks and came racing back again to the bulkhead with the windward incline. I fell to stamping upon it in my sea boots, little fool that I was, hoping in that way to extinguish it. A purplefaced midshipman occupied one of the lower bunks, and his long nose lay over the edge of it. He opened his eyes, and, after looking sleepily for a moment or two at the coating of pale fire rushing from under his bed, be snuffled a bid, and muttering. "Dooed nice smell: burnt brandy, ain't it?" he turned over and went to sleep again with his face the other way. I was in an agony of consiernation, and yet afraid of calling for help lest I should be very roughly manhandled for my carelessness. There was a deal of "raffle" under the bunks: sea boots, little bundles of clothing, and I know not what else: but, thanks to Cape Horn, everything was happily as damp as water itself. There was, therefore, nothing to kindle, nor was there any aperture through which the burning spirit could run below into the hold; so by degrees the flaming stuff consumed itself, and in about ten minut. a time the planks were black again. I went on deck and reported what had happened to the second mate. All he said was "My God!" and instantly ran below to satisfy himself that there was no further danger. I can never recall that little passage of my life without a shudder. There were 195 souls set the ship on fire that night the doom of every living creature would have been assured, seeing that no boat could have lived an instant

set the ship on fire that night the doom or every living creature would have less as asserted, seeing that no boat could have lived an instant in such a sea as was then running.

In a very different climate from that of Cape Horn I came very near to meeting with an extremely ugly end. It was a little business entirely out of the routine of the ordinary ocean dangers, but the memory of it sends a thrill through me to this hour, though it is much past twenty years ago since it happened. I was making my second voyage aboard a small full-rigged ship that had been hired by the Government for the conveyance of troops to the East Indies. I was the only midshipman; the other young sters consisted of five apprentices. We occasied a deck house a little forward of the main hatch. This house was divided by a fore-and-att bukhead. The apprentices lived in the port compartment; the third and fourth mates and myself along out hammocks on the starboard side. The third mate was a man of good amily, aged about 21. a young first less that the energith with heavy under the good amily, aged about 21. a young first fighter. He had been suited many of the was a little control of the port of the por in such a sea as was then running.

In a very different climate from that of Cape

then clasped it main so as to make a double thong of the leather, and grasted me by the collar.

What my feelings were I am unable to state at this distance of time. I believe I was more astonished than frightened. I could not imagine that this huge creature was in carnest in offering to beat me for what I had said, and yet I was sensible too, of an unnatural fire in his eyes—a glow that put an expression of savage exultation into them; and this look of his somehow held me motionies—and speechless. He half raised his arm, but a suidan irresolution possessed him, as though my passivity was a cheek upon his intentious.

No, no he exclaimed, after a little, "I'll manage better than this:" and still grasping me by the collar of my jacket he dropped his beit and ran me to the fore end of the compartment threw me on my back and knelt upon me. Within reach of his arm, kneeling as he was, were three shelves, on which we kept such crockery and cutlery as we owned, along with our alender stores of sugar and flour, and the cold remains of previous repasts. He felt for a knile; I could hear the blados rattle as his fingers ground past his curved wrist for one of them, and then flutrishing the black-handled waspon in front of my yeys, he exclaimed. Now I'm going to murder you." I lay stock still: I never uttered a word; I scarcely breathed, indeed. Again, I say that I do not know that I was terrified. My conditions the form the foot lights it was very different the look of the conditions and though appearing very affection to the foot lights it was very different heart of the foot lights at the survey wrist for one of them, and then flutrishing the black-handled waspon in front of my yeys, he exclaimed. Now I'm going to murder you." I say that I do not know that I was terrified. My conditions the foot of the feas Falls Measure and secting Company to the foot lights at the standard and the flutrish management of the foot lights at was very different to the foot lights at was very different to the foot lights at the section o

that if futured the least car, or structured, an or matter how analyst, should transform him corresponds to the state of t

in his private affairs. A member of the Dominion Cabinet said last evening that, of all others, his colleague Foster was the last person he would think of getting into a muddle in marrying litigation as well as a wife.

"Mr. Foster," he said. "was such a meek, mild, matter-of-fact sort of man, without a purticle of romance or sentiment in his composition, and to think that the first time he attempted matrimenial negotiations he should get into this muddle, which may yet necessitate separation from the lady he has married, I cannot understand. Lady Stanley will not recognize Mrs. Foster, which the Minister of Finance feels even more keenly than the snub both he and his wife received from Lady Macdonald.

A member of the Dominion Senate said today, with reference to the application of Chisholm for either a divorce from his wife or that she may he reinstated as Mrs. Unisholm, that the Dominion Senate might make an exceptional case of his and take his testimony before a magistrate in the United States, should he be afraid to venture across the line on account of the charges which have been made in Canada against him for which he is liable to arrest. Several of the most prominent members of the legal profession in Canada do not hesitate to say that Mr. Foster is illegally living with his wife, and that any one so disposed might take action against him. This fact has raised a storm of indignation, not only against Foster but against the Government, which retains him at its council board, and so thoroughly has public sentiment been groused that it will be impossible for Sir John Macdonald to retain him in his Government. It is understood that he will, immediately after the coming session, succeed to the Collectorship of the Port of St John, N. B.

Ceremonies in commemoration of the fif-teenth anniversary of the arrival in the United States of the Fathers of Mercy, a French order of priests, were in this country preached the sormon, in which he told the story of the work accomplished by his order in America. Amount the large number of pueds present week in the country of the critics of Jenuis. Families, Redemptorate, Franciscana, Dominicana, and Capa-lies of the critics of the critics of the country of the country of the critics of the critical critical critics of the critical critical critics of the critical critical critical critical critical critical critics of the critical c

Redemptoriata, Franciscana, Dominicana, and Capuchina.

In the evening Archbishop Corrigan officiated at pomifical vespers, and the flev. James F. Shaely, S. P. M., Vice-Fresident of the Vineland seminary, preached, The Fathers of Mercy compose one of the smallest religious orders in this country, but they have accomplished considerable good, especially among the French people. They are in charge of flourishing institutions in the diocess of New York, Brooklyn, Trenton, St. Augustin: Pla, and Green hay. Wis. The flev. Gaston Reptier. S. P. M. is the pastor of the church in this city. It was at the satisfication of the Fathers of Mercy that the Christian Brothers came here from France to establish educational institutions.

About 1 A. M. yesterday Police Justice J. About 1 A. M. yesterday Police Justice J. Henry Ford returned in a carriage to his boarding house, 88 West Thirty-fourth street from Police Headquarters whence he had been summoned to take hall for Hamilton 8 Wicks a prisoner. He found the front deer of the house alsa and discovered a young negro croached in the hall, with his shoes in his hand. The Justice dragged the man into the lifett, and saw that he was John hell, a waiter, who had been declarged from the house several mouths ago. He gave Neil over to a policeman and them investigated, but found that nothing had been stolen. He thinks Neil saw him leave the house, and was waiting until Nex Ford should be asiesp, intending to sip up to her room and steal her levels. Neil had a few us the house door. Justice Ford smanded him at Jefferson Market Court yearserday. THE CITY'S WATER PRONT.

The way in which the President's mes sage and the Secretary of the Treasury's report treated financial subjects was a serious disappointment to me. I confidently expected that n those documents the Administration would give us an outline, at least, of the measures is favored and of the policy it would follow. Becretary Windom, indeed, offers a definite scheme in regard to silver, but the President declines to become responsible for it, and re-serves the matter for further consideration, As to the surplus national income a few timid suggestions are made about repealing a portion of the internal revenue taxes and remitting the duties upon certain articles of foreign merchandise, but nothing is positively proposed. I must, therefore, in common with the rest of my fellow citizens, refrain from discussing the Government's financial policy until one is presented for me to discuss. As Horace Greeley used to say, it wrenches a man terribly to kick against nothing. Bills will doubtless soon be introduced in Congress which will compel the party in power to define its position on financial questions, and then I shall be able

to talk about it.

Meanwhile, the investigation, which has lately been going on into the affairs of the Dock Department, invites attention to a neglected but very important factor in the city's commercial prosperity. New York is a seaport. and a seaport without proper conveniences for the loading and unloading of vessels is of very little use. Yet, to this day, notwithstanding all the improvements which have been made in ocean navigation and the immense increase in our imports and exports, the wharves and piers of this city are not much better than they were before the Revolution. Our natural advantages have been so great as actually to prevent artificial improvement of them. Our immense water front, with a tide that rises and falls only a few feet, have spared us the necessity of excavating those great basins with walls and gates, which are necessities in northern Europe, and we still maintain the cheap, temporary wooden structures which were constructed when the city was only a village. During the last twenty years there has been some improvement, but it has been on the old lines. and we have not adopted any such distinctly new system as our new conditions require.

One of the purposes for which the Dock Department was created, more than twenty years ago, was the reconstruction of the city's river front according to a well-considered and symmetrical plan. It was expected that by putting the business into the hands of a set of men specially devoted to it, a proper management of it would be secured. At first considerable was done to justify this expectation. So far, at least, as the city's own wharf and pier property was concerned, it was better cared for and furnished better accommodations to shipping than it did before. Private owners were also stirred up to comply with the needlul regulations for the public benefit, and a policy of buying out their interests was adopted, which, whenever the work is completed, will effect a great and necessary reform. Latterly, however, it would seem, from the evidence published in the papers, the Commissioners have neglected their duty. They have been content to follow an established routine, and draw their salaries, leaving most of the business in the hands of sub-ordinates, who also did no more than they were absolutely compelled to do. There is no proof, that I can see, of positive fraud, except so far as neglect of duty is fraudulent, and I do not believe that the city has lost any great amount of money by dishonesty. What it has lost is the time which has been wasted, and the opportunities which have not been improved, of consolidating the whole of the water front of the city in the hands of the city itself and of managing it so as both to make it furnish all possible facilities to commerce and at the same to yield a liberal income. The complicated nature of wharf property in

this city is very difficult to be understood by any one who has not made the subject a special study. I attempted lately to read up about it, and very soon found that I had not before me years enough for the task. The titles to the property are of various kinds. There are Dutch grants and British grants and New York State grants: ordinances of the Common Council and acts of the Legislature, and no end of decisions by the courts. all of which have to be carefully considered before a conclusion can be arrived at. As near as I can make out, the city of New York at one time owned the whole shore of the city up to 400 feet beyond low-water mark, as well as all the land between low-water and high-water mark on the Brooklyn side of the East River. Pieces of this shore it long ago sold or gave away, from time time, to private individuals, mostly on condition that they should construct South and West streets, and keep them in repair. In addition, the city has ordered or permitted private owners to build piers out into the stream, and has built some itself. The result is that private wharves and plers are mixed in here and there with those of the city all round the shore, and the last time I had occasion to ask for information at the Dock Department about the respective locations of the two. I was told that no map showing it had ever been made, and that the department had no means of promptly telling where private bulkheads ended and public bulkheads began. I found, too, among my friends a very general misapprehension of the nature of the ownership of wharves and piers. was like the ownership of houses and stores. whereas it is quite another thing. The owner of a house or a store can do as he pleases about renting it, but the owner of a pier or a bulkhead has no more than the right to collect the wharfage, which is fixed by the Legislature, and in many cases is not sufficient to pay for keeping the structures in repair. A pier, moreover, has been declared by the courts to be a public highway, like a road or a street, and must, at all times, be left open to every one who chooses to travel over it. Property in bulkheads and piers is, therefore, only the right to collect wharfage at such rates and under such restrictions as the Legislature

may prescribe. The question will naturally be asked, how it comes to cass that, if this is all the right which pler owners possess, some of the piers bring the enormous rents they do, and why, if the piers are public highways, they are covered and shut up as we see many of them to be. The answer is that the Legislature, for the sake of promoting the public convenience and not being well informed of the people's rights. passed in 1875 an act which has been perverted to the result mentioned. Until the passage of this act there was no

lawful way in which berths could be secured

for any particular vessels or lines of vessels. It was first come, first served, and only by invoritism or by bribery wore certain piers regularly used by the same packets and steamers. Nor was there any authority for erecting sheds over the piers. If a cargo was landed faster than it was carted away, the only way of protecting if from the elements was by spreading tarpaulins over it. Obviously, as the number of ocean steamers multiplied, this state of things became unendurable. Steamship companies like the Cunard, the White Star, and the Imman could not do without a fixed place for landing and embarking passengers and cargo, nor could they well keep their steamers waiting while carts carried away innoming goods and then brought those which were to go out. Hence some of these companies went over to Hoboken and others, by illegal means, managed to secure the wharf accommodations they wanted here. This lasted for several years, until the complaints of it were so numerous and loud that the Legislature authorized the Dock Department to issue permits for the shedding of plers and their reservation for particular uses. They, however, inconsiderately failed to provide that the city should profit by the increased income which this law gave to pier property. Piers on the North River, for example, which were yielding an annual revenue from regular wharfage of only \$10,000 a year, the difference going into the favoritism or by bribery were certain piers regularly used by the same packets and steamers.

owner's pocket, although, as I have said, he does not own the pier in fee, and is entitled to no more than the wharfage he can collect from it. Fortunately the permits for shedding plera under the act are more licenses, revocable at

amended or repealed by the Legislature.

Evidently, the set cannot and will not be repealed without substituting something for it which will equally produce the benefits for which it was intended. We cannot go back to the scramble for berths for vessels which used to prevail nor can we dispense with sheds over the piers and their enclosure. But that the city or the State should buy back all the water front now controlled by private owners, and construct such piers and bulkheads as are demanged by the needs of modern commerce. seems to me too plain to be disputed. The present Dock Department has the power to do this, but it has been afraid to move rapidly in the matter on account of the enormous expenditure supposed to be requisite. The Commissioners have assumed that the rentals which pier owners are getting under the act of 1875 are the measure of the value of the piers, whereas, as I have shown, they are only the temporary results of an ill-considered law, and can be reduced to a very reasonable figure by simply enacting a wiser one in its place. Of course, if the repeal is delayed indefinitely, and piers are sold on the assumption that the present law is to stand forever, equitable rights will accrue to the buyers, which must be paid for. The sooner, therefore, the matter is taken up by the Legislature the better, and if the present investigation should lead to a speedy and thorough reformation of our entire system of wharves and piers, in such a manner as to provide all classes of water craft with the facilities they need, it will achieve results far more useful than those for which it was set on foot. MATTHEW MARSHALL

NEW PARK FOR BROOKLYN.

Proposition to Create a Large One at Small Cost on Ridgewood Heights, One of the legacies of the old Board of

Park Commissioners of Brooklyn, which was legislated out of office last summer, to the new Board.was something more than \$170,000 to be expended in the purchase of sites for small parks. The total amount appropriated for the purpose was \$300,000, but \$121,000 of it was spent in the purchase of a plot on the border of Greenpoint, which is to become Winthrop Park. The new Park Board, which consists of Messrs. Brower, Hayden, and Cross, has under consideration something like twenty other sites for small parks, but the \$170,000 will not be sufficient to meet the demands of the people, as applications have been made for the selection of plots in the Eighteenth, Twenty-first, Twentyfourth, Twenty-fifth, Twenty-sixth, and Eighth wards. From present indications it is probable that the Commission will take steps to buy a tract surrounding the reservoir property on the bluff overlooking East New York and Jamaica Bay, known as Ridgewood Heights.

The city already owns thirty-three acres there, a part of which is woodland, and practically, as President Brower says, a park ready cally, as President Brower says, a park ready made. Forty-seven acres adjoining, owned by various property holders, can be bought, it is said, at an average of \$4,500 per acre, and one of the owners, anxious to see his property improved, is willing to dispose of his land for \$3,000 an acre. To purchase of his land \$211,500 is needed, and it is likely that an application will be made to the Legislature this winter for authority to raise more money for the purpose. It is likely that the scheme for the park will include the purchase of atili more property in the adjoining county of Queens, and authority will be asked to buy enough ground to crente a park second in size and importance to Prospect Park. President Brower and his colleagues in the Board went over the ground for the first time the other day, and later Mayor Chapin took a look at it. Mr. Brower said to a reporter: reporter:
"I had no idea there was such a magnificent

reporter:

"I had no idea there was such a magnificent site in the city. The ground seems as if it were created for park purposes, and the view from the hill is as line as any on Long Island. I am certainly in favor of the project to establish a park there, and in saying this it is just possible that I am making enemies among my neighbors in the Twenty-fourth ward. But this is not a question of to-day. We must look to the future. The ground can be bought now by the acre: in a few years, if we want it, we will have to buy it by the city lot. It is a desirable site, for it would give the Eastern District of Brooklyn and the new wards as fine a park as could be seen anywhere. The project needs money, and the people to be benefited ought to be made to pay for it. It will be a benefit, first of all, to the people of the Twenty-sixth ward, and they ought to be willing to submit to the imposition of a tax to improve an avenue leading to the park.

and they ought to be willing to submit to the imposition of a tax to improve an avenue leading to the rark.

"My proposition is to extend the Eastern Parkway, which is practically useless now, over to the Twenty-sixth ward up to the new park and across to the Bushwick Boulevard. This would make a circular drive as line as any in the world from the Eastern District to Prospect Park, and thence through both of the boulevards and through the proposed new park to the Eastern District again. I think my

boulevaris and through the proposed new park to the Eastern District again. I think my associates on the Park Board agree with me in this matter."

Chief Engineer Van Buren of the City Works Donartment, who is a believer in the scheme, says that, being confident that a park would be established there in time, he has been very careful of the trees on the city's thirty-three acres. Mayor Chapin has also expressed himself, although somewhat guardedly, in favor of the scheme. The proposition is to extend the prosent Eastern Parkway to East New York avenue, then through I herry avenue to Pennsylvania avenue, and thence to Bushwick avenue at its intersection with Jamaica avenue. This would make a circular drive which would lead to both Prospect Park and the proposed new park on Ridgewood Heights. The proposition of President Brower is to make a pro-rata assessment, probably \$1 per lot, on the property in the Twenty-sixth ward for the widening and opening of the projected drive.

Roulette Went Right On Meauwhile. James Thomas and Robert Green were held n \$1,000 ball vesterday at the Essex Market Police Court for keeping a gambling saloon at 1125 Third ave-nue. Two weeks ago Orlando Blauveit, a butcher at 235 Fourth avenue, had the proprietor of the place ar-rested because his son William and lost 579 there. He

Twelfth Regiment games, Wednesday evening, Reception of the Harlem Club, Thursday evening. Goethe Society dinner, Hotel Brunswick, this evening.

Ball of the Fourteenth Regiment band, Tammany Hall Sunday evening.

Association of Ex-Prisoners of War, Bruadway and Porty-fith street, Friday evening.

Ball of the Tammany Association. Twelfth district, Ferrero's Assembly Rooms, this evening.

Reception of the Custom House brokers' clerks, Lexington Avenue Opera House, Wednesday evening. "Old Borreshoes, or Luck and Pinck," lecture by the Rev. John J. Read, Bedford Street M. E. Church, to aid "The Children's Home," this evening. "The Children's Home," this evening.

"The Prohistoric Archivelogy of America," address by Chas W. Darling, before the Academy of Anthropology, u University place, Tuesday, 3:15 P. M.

Hiustrated lecture on "Suns" by Mr. Garrett P. Berviss before the Astronomical Department of the Brooklyn Institute to-night. Also discussion on the coming solar eclipse.

"The Limited Area of Christianity." Address by Prot. W. W. Uses n before the American Institute of Christian Philosophy this evening at Y. M. C. A. building in Twenty third street.

Hebrew Educations Pair at American Institute building this evening and until Hee. 21, from 8 to 11, except Pridays and Saturdays, and every afternoon from 3 to 6, except baturdays and oundays.

Sun rises.... 7 13 | Sun ests.... 6 25 | Moon rises... 6 28 Sandy Hook. 8 25 | Gov. Island. 9 06 | Hall Gare ... to 88

> NATEED FROM PORRIGH PO OUTCOING STRANSHIPS. Fall To-day. Matta Clove, hattaboochee, Savannah ... 2 00 P. M. Sall To-morrow 8:50 A 基 indad, Uonda, Havanaritie, Leith.
> Il Paso, New Orleans...
> Exeter City. Bristol...
> Leona, Galveston
> Moravia, Hamburg...
> Newport, Aspinwall... 8 00 P. M. 10 00 A. M. INCOMING STRANSHIPS. Due To-day. City of Atlanta. State of Pennsylvania. Due Tuesday, Dec. 10, ...Queenstown.Rotterdam England ... Italia ... Rhynland . Due Priday, Dec. 13,
> London.
> Queenstown.
> Queenstown.
> Southampton...

MARINE INTELLIGENCE.

Arrived-Scinar. Dec. &

fin Helvetta, Cochrana, Liverpool,
Sa Burgermeister Vetersen, Reschmann, Hamburg,
Sa Capus, Kuckenthal, Maccio,
Sa Naccoches, Smith, Savannah,
Sa Louis Bucki, Mount, Jacksonvilla,
Sa Morgan City, Gardner, Galveston,
Sa Mintrop, Bragg, Portland,
Sa H, Y, Dimock, Kidridge, Roston,
Sa Cernal, Risk, Galveston,

Se Morgan City, Cardner, Galveston.
He Winthrop, Brage, Portland.
Se H. F. Dimock, Kidridge, Roston.
Se Cornal, Kiek, Galveston.
Se Richmond, Jenny, West Point, Va.
Se Wygnote, Huipners, Rorrotte,
Hark Vaga, Wagiund, Hontevideo.
Hark Baile of the kas, Harvey, Pernambus
Bark Beise of the Nas, Harvey, Pernambus
Bark Heechdale, Pridenux, Davana.

(For later strivials see Fires Fagas)
ARRIVAD OUR.
Se La Bretagne, from New York, at Havre.

Business Notices.

Why wear out? Crosby's Vitalized Phosphires will do more good than any elixir. If you are a brain worker it will build you up.

Age may wrinkle the cheeks, but the hair dressed with BARRY'S TRICOPHEROUS will never decline.

Reep's Bress Shirts made to measure ffor \$3,

MARRIED.

BROWN-DAVIES,-On Tuesday, Dec. 3, at the

residence of the bride's perents, by the Rev. A. W. Haisey, Jessie M. Davies, daughter of Richard Davies to James D. Brown.
COFFIN-SEAMAN.-On Wednesday. Dec. 4, as the residence of the bride's mother. 178 West 10th

st., by the Rev. John J. Bruner. Annie L. See daughter of the late Henry Seaman, to Edward

ing, Dec. 4, by the Rev. Madison C. Petera, at the residence of the bride, 355 West 56th st., Untile L. Campbell to Dr. William P. Duncan of this city. HARBECK-WeGRATH,-On Monday. 25. Henry S. Parbock of this city to Maria A. Me-Grath of Maplewood, N. J. HARP ER-ESROWN, -On Saturday, Dec. 7, at

the residence of the bride's parenta, by the Rev. Edward Everett Hale, D. D., John W. Harper and Eleanor Emmons, daughter of Frederick T. Brown. IEVING-SCOTT.-On Dec. 7, at Plainfield, N. J., Katharine L., daughter of W. H. Scott, to Charl

M. Irving.
FFERMAN - JACKSON,-On Wednesday, Nov. 20, by the Rev. Father Jackson, Nellie L. Jack son to Edward T Offerman. ETON-BARBEY, On Thursday, Dec. 5, at Fr.

Bartholomew's Church, by the Rev. Dr. Greer, Mary Louise, daughter of Henry L Barbey, to Alfred Se-

DIED.

BAUMEISTER,-On Friday, Dec. 6, Amelia C., wife of Frederick Baumeister, aged 58 years and 5 months. Funeral to-day at 1 P. M., from her late residence, 3:00

East 23d st. CRUISE.—At 305 Spring st., John. beloved husband of Fanny Cruise, a native of Derrinlough, King's county, Ireland, in the 60th year of his age, Funeral from the house to-day at 9-45 A. M.; thence to St. Alphonana's Church, where a selemn requiem

mass will be offered for his eternal repose. Interment in Calvary Cometery.
FROS F.-On Friday evening, Dec. C. at his late residence, 1,100 Betford av., Brooklyn, J. Fawler

Frost, in the 67th year of his age.
Funeral services at moon in the Methodist Episcopul
Church, Golden's Bridge, Tuesday, Dec. 1%, on the arrival of the 10:35 A. M. train fro Depot (Harlem Division)

GALLAGHER,-At217 South 9th st. Prock'yn, P., D., on Saturday evening. Dec 7, Alice, Gaughter of Bernard and Mary Gallagher, aged 23 years and d day, the 10th inst, to the Church of the Transfigura-

tion, on Hooper at., corner of Marcy av., where a requiem mass will be offered for the repose of her soul. Interment in Calvary Cemetery. GIERE -At North Long Branch, N. J., on Priday evening Dec. 8, Ernst T. Giere, formerly of King-

ston, aged 73 years nierment to-day at Kingston, N. V. HENRIQUES,-At West Orange, N. J., Dec. 8,

1780, Francis Henriques, aged 01 years. Funeral services at his late residence, Gregory av., near Chestnut, on Wednesday, 11th inst., on the arrival of 9:20 A. M. train from foot of Barclay and Christophersta, Carriages in waiting at Highland av station. Please omit flowers.

EFVEY,—At her late residence, 190 McDonough st.

Brooklyn, on Sunday, Dec. 8, Catherine E., wife of Owen Hevey, in the 56th year of her age.

Friends are invited to attend the mass for the repose
of her soul at the Church of Our Lady of Victory, Throop av. and McDonough st., on Tuesday the 10th

Interment private.
MARQUAEDT..-On Dec. 7, Julia Marquardt, im

her 60th year.
Relatives and friends are respectfully invited to attend the funeral on Monday. Dec. 8, at 2 F. M., from her late residence, 205 West 27th at Interment 18

Lutheran Cemetery.

MARTEN,—On Sunday, Dec. 6, 1886, Lizzia, eldess
daughter of Joseph and Agnes Martin, in the 6th year of her age.
Funeral from her late residence, 69 East 4th St., on Tuesday, Dec. 10, at 2 F. M.
McDONELL.—On Friday morning, Dec. 6, Michael

McDonnell, a native of Bally Castle, county Maye, Ireland. Funeral from his late residence, 169 West 64th st., to

Church of St. Paul. 60th st. and 9th av., to-day at 10 o'clock. Kindly emit flowers.

ECGA HEEN.—On Thursday, Dec. 5, Henry McGahey.

aged 75 years Funeral from residence, 318 East 80th st., to-day at 10 A. M.; thence to St. Monica's Church, where a solemn mass of requiem will be offered for the repose of his soul. Interment in Calvary Cemetery.

ECVICEAR,-At his late residence, 41 West 494 st., on the 6th inst, James McVicker, aged 6Q son of Dr. John A. McVicker and son-in-law of Edward 8 Jaffray.

Funeral services to-day at the Fifth Avenue Presby terian Church, 5th av. and 55th st., at 10 a. M. In-terment at Sicopy Hollow Cometery, Tarrytown. VA.W.R.A.T.Ef.—On Thursday, Dec. 5, Victoria M.,

beloved wife of Charles W. Nawrath, aged 22 years. Funeral to-day, at 10 A. M., from her late residence, 409 6th av. Brooklyn; thence to St. Themas's Church, 9th st. and 4th av., where a selemn requies mass will be celebrated. Interment in Calvary Cemetery.

on the 7th inst. Francisco Boto-Villaminar of Bogota, Republic of Colombia. Funeral services as St. Stephen's Church, 36th st., be-

tween 3d and Lexington ava., on Monday, at 10 o'clock A. M. Friends and fellow countrymen are respectfully invited to attend.

VALLIN.—At East Orange, N. J., on Friday, Dec. 6, 1889, Elizabeth, widow of Alexander H. Wallis, for

merly of Jersey City, aged 68 years. Funeral at her late residence, 39 Munn av., East Or-ange, on Monday, Dec. 9, on the arrival of the 2:30 P. M. train from New York via D., L and W. B. R. Carriages will be in waiting on the arrival of the train. Please omit flowers. Interment in Greenwood

at convenience of family. WILLIAMSON,-On Sunday, Dec. 8, at 61 Herton st, Dr. George Williamson, aged 35 years. Funeral from Spring Street Presbyterian Church on Tuesday, Dec. 10, at 1 P. M. Relatives and friends

Special Antices.

MORBUCK'S WEATHER STRIPS for doors and windows are made in all woods plain or per-ished, by BORBUCK, 164 Pulson at Telephone della Sassan 210, Established 15 years.

hovering overhead black as a raven's pinion in the flying hoariness. We were washing through it at twelve or thirteen knots an hour, though the ship was as stiff as a madman in a strait acket, with the compressed wool in her besides. By two bells (1 o'clock) forward of the break of the poop the decks were deserted, though now and amid some swiftly passing flaw in

castle, a found and fearful cry from the torecastle, "loo right ahead, sir!" repeated the chief
mate, whipping round upon the Captain.
"I see it. sir! I see it. sir!" roared the skipper.
"Hard a starboard, men. Hard a starboard for
your lives. Over with it."
The two fellows at the helm sent the spokes
flying like the driving wheel of a locomotive;
the long ship supborne at the instant by a huge
facific sea, paid off like a creature of instanct,
ewesping slowly but surely to port just in time.
For right on the starboard bow of us there
seat out into the proportions terrible and

W. CLARK RUSSELL ROSE EYTINGE DISCHARGED.

man products.

Mr. Forrest Dispenses with Her Services in the "Captain Swift" Company. pensed with. Miss Resa Rand, formerly a well-known actress, but of late a teacher of

Within the next few days a committee appointed by Congress will investigate the charges, but not until this committee meets will Col. Campbell give up the letters. The publication by Gov. Foraker of the correspondence between himself and Forger Wood, with but one or two exceptions, are very

business like and honorable. But away down deep they revealed a desperate political plot to ruin Senator Sherman and Congressmen Benjamin Butterworth and William McKinley. The plot, while appearing to be one to aid in Foraker's reflection as Governor, was in time to be worked in his behalf for the highest office in the gift of the people. Foraker had Presidential aspirations, and at the last national Convention the prominence he gained as Chairman of the Ohio delegation was not in

Chairman of the Ohio delegation was not in the interest of Sherman, who was Ohio's candidate, and although the vote of Ohio was cast for Sherman, it was no fault of Foraker's, who was held in line through fear of being hunted down by Sherman's constituents.

There are two factions in the Republican party of Ohio. One controls conventions and the other the vote at the rolls. The former is composed mostly of saloon keepers, gamblers, and ward politicians. This faction is ruled by Gov. Foraker, His organization in this city is known as "The Stranglers," and is an oathbound organization, and numbers among its members Judges on the bench and city and county officials. They nominate whom they please for national. State, and other offices. This band was exposed about a year ago by Sherman's and Butterworth's friends. Then the real fight of the factions began. Foraker led one crowd, and Sherman, Butterworth, and McKinley the other.

The first battle was won by Foraker, when he was renominated without his name being presented to the Convention. He then began to lay the wires for his election and nomination for President. This lirst move was to reconcile Editor Murat Halstead by promising him his (Foraker's) influence in electing the Field Marshal to the United States Senate to succeed Payne. This cantured Halstead, who was after vindication, his confirmation as Minister to Germany having been defeated in the Sonate.

It was then that the forged ballot-box con-

ister to Germany having been defeated in the Senate.

It was then that the forged ballot-box contract scheme was arranged. The names forged to the contract were Senator John Sherman, Congressmen McKinley and Butterworth. Governor-cleet Campbell, and several others, That there was a plot to ruin all the persons mentioned there is no doubt. Forsker's correspondence with Forger Wood began two months before Campbell was nominated by the Democrats for Governor. That showed that Forsker was not after Campbell. Another letter, with Forsker's name signed to it, promises Wood an appointment, providing he would deliver the "paper" to the Governor. A great deal of correspondence passed between Forsker and Wood. A few days after Campbell was nominated, Forsker opened the campaign, and immediately began to talk about the ballot-box contract. He did not produce the contract until Campbell read and caused to be published a very damaging letter against one of Forsker's Boards in this county. Haistend's part in the play came in, and he published in his newspaper a fac simile of the contract, attached to which was the name of Campbell. It was a bombshell to the Democrats.

It soon began to be rumored that the contract had not been published in full, and that some very prominent Republican names were on the paper. An investigation resulted in the discovery that the contract was a forgery. The facts became known, and the paper proved a boomerang to Forsker, and resulted in the election of (ampbell.

Then the friends of Sherman, McKinley, and Butterworth began to puch the matter, which will lead to a complete exposure of the plot. If the firgery had not been discovered Forsker's scheme would have worked beautifully. The publication of the balance of the contract two years hance would have democrated all the aspirations of Sherman, McKinley, and Butterworth began to puch the matter, which will lead to a complete exposure of the plot. If the firegery had not been discovered Forsker's scheme would have democrated all the aspirations o It was then that the forged ballot-box con-

MINISTER FOSTER IN TROUBLE.

He Married Some Unpleasant Litigation OTTAWA, Dec. 8 .-- A sensation was caused here over the announcement that D. B. Chisholm, the divorced husband of Mrs. Foster, had arrived here on Thursday from Minneapolis to the recovery of his wife, claiming that the signature presented to the Chicago court purport-ing to be his was a forgery, and that the divorce was obtained under false pretences. The air is full of all sorts of rumors regarding this now celebrated case, and it is possible to get an accurate statement of facts, Mr. Foster was closeted with his legal adviser all day long, and refused admittance to all newspaper men. He says it is a purely private matter. and cannot understand why the Canadian and American newspapers take so much interest in his private affairs. A member of the Dominion Cabinet said last evening that, of all

BALTIMORE, Dec. 8.—Mr. Forrest and Miss

Rose Eytinge of the "Captain Swift" company will not play together after this week.

Miss Eytinge has received notice that after the engagement at Toronto, which terminates on next Saturday night, her services will be dispensed.